SHARP BREAK IN WHEAT ON HEAVY SELLING ORDERS

FINANCIERS REJOICE OVER NEW YORK BOND BIDS

Discouraging Cables Add to Trouble, Argentine Exports Large.

CORN GOES OFF IN SYMPATHY

Cotton Shows Increased Activity, but Market Influenced by Outside Conditions.

NEW YORK, February 16.-Foreign advices were the chief factors in shaping the course or domestic grain markets early last week. Practically all
the foreign news was depressing, the
general heaviness in European markets beling mainly traceable to the big
world's shipments and the consequent
large addition to the quantity on passage. The Liverpool market was depressed in part by discouraging financial conditions, leading to reports
that a large firm was financially embarrassed. For a time the sagging
tendency in our markets was arrested
by the light movement to primary
points, leading to a fair decrease in
the visible supply. Weakness abroad
was chargeable to some extent to reports of better prospects in India,
owing to an improvement in climatic
conditions. It has been estimated that
possibly India might have as much
as \$.000,000 bushels to spare for export, whereas earlier in the season it
lad been supposed that nothing would
be available for export. Naturally
be available for export. Naturally
much will depend upon prices in the advices were the chief factors in shapbe available for export. Naturally much will depend upon prices in the near future, as a continuance of present high figures would doubtless induce farmers to sell virtually all they rates Late Break in Prices.

Late Break in Prices.

There was a further material break in wheat values late in the week. Owing chiefly to further discouraging advices from abroad, buyers were scarce and timid, while selers were numerous and bold. As a result, the price of May contracts fell to the lowest point on the crop, 100 3-8.

This was also touched on August 12, while the highest point was 119, which was reached on October 11th. The conspicuous weakness was caused primarily by additional appreciable decilines in European markets, which were depressed by the unprecedentedly heavy exports from Argentina, the total put afloat this week reaching the enormous aggregate of 7,512,009 bushels, which far exceeds the previous high record. While this vast total was calculated to cause timidity on the part of the buying element, there were many conservative traders who felt confident that the big professionals in the West, as well as the large clevator owners were taking advantage of the discouraging cables to hammer the market aggressively.

It has always been considered advantageous to have the new crop begin with prices at as low a level as possible. It is easy to understand that in filling up elevators with new wheat there is practically no danger provided the cost is reasonably low, and particularly if by manipulation the distant contracts can be sold against the cash wheat at a premium. Nevertheless there are shrewd merchants who feel that some recovery would be warranted after a break of eighteen cents from the highest point touched in October. They contend that notwithstanding the big Argentine shipments, which have been discounted over and over again, our wheat now appears to be down to a safe level. This opinion is based particularly upon the theory that we have already disposed of practically all our exportable surplus, and therefore it will matter little during the next three or four months whether cur exportable surplus, and therefore it will matter little during the next three or four months whether cur exportable surplus, and ther

Corn Market Depressed.

as heavy and somewhat sluggish It was heavy and somewhat sluggish in the corn market, prices having gradually sagged, mainly in sympathy with the depression in wheat. Nevertheless, the loss in corn was comparatively small, partly because available supplies are not large, as farmers have not been free sellers at country points. A material decline was also arrested by reports of continued dry weather in Argentina. At the decline the export demand has improved to a moderate extent. prate extent.

Cotton Market.

The trading is cotton was much more active during the week, but greatly at the expense of values, as liquidation has been on an extensive scale, with a great deal of it of a forced character. This selling movement started early, but was hidden by the operations of the bull clique until Thursday, when it got beyond their control. Prices then acclined 15 to 20 points. The maximum decline from Saturday's closing up to yesterday afternoon figures 40 the hult clique until Threadey, when it get the control. Prices then the prices of the control. Prices then the control. Prices then the control of the control. Prices then the control of the control o

THE STOCK MARKET OF THE WEEK

(From the New York Evening Post of Saturday.)

STOCK EX	CHANGE	TRANS			
Shares Rallway and miscellaneous bonds, Government bonds sold	This week. 0,201,400 8,305,000 2,569,000	\$11,675,000	year. 3,739,200 \$6,158,000	5,327,700 \$12,210,000	4,239,600 418,628,000
For the calendar year to date: Shares	1908. 22,399,000 115,168,000	1907. 47,384,233 \$118,249,000	1906. 53,084,631 \$141,270,000	1905. 31,917,928 \$225,025,850	

THE STOCK MARKET OF THE WEEK.

Railway and Miscellaneous Shares.

The following table shows the week's highest, lowest and closing prices, lividual sale and net changes of all securities sold on the New York Stock lividual sale and net changes of all securities also given for the full year 1907

indiv Exch and	ange t	ale an	d net ek. H	changes of all securities sold igh and low prices are also gi	ven for	the fu	H year H
	1907. Low.		908. Low	Week e	nding F		y 15th, N Close, c
16%	4	674	6	Allis-Chalmer Co 336	6	6	6
4334	14	22	171/6	Allis-Chalmer Co., pr 1,011	18	17%	470
714	41%	5394	4676	Amalgamated Copper219,942	414	41/4	112
6015	34	5234	44	American Can	471/4	46	46%- 2
4614	2454	32%	2516	Amer. Car and Foundry, 13,270	271/4	251/2	26 - 1
103	78	90%	86%	Amer, Car and Foun., pr 328	87	8614	8614 - 2
3614	21	34%	2614	American Cotton Oil 5,700	32	261/4	2644 2
75.0	3214	4154	374	American Grass Twine., 425 American Locomotive 9,570	24	991/	2074-1
1114	83	92	8514	Amer. Locomotive, pr	34 88	57 G	58
15	6814	7914	567%	American Smalting239,550	6234	50%	57 - 5
17%	81%	98	881/2	Amer. Smelting, pr 2,100	91	8814	88% 1
1031/8	60	8094	70	Am. Sm. Sec. pr. B 2,393	7619	76	76 - 1
4712	20	34	2612	Amer Steel Foun pr 700	30	275	973- 3
3714	92%	11614	95%	Amer. Steel Foun., pr 700 American Sugar 24,900 American Sugar, pr 946	11236	1071/2	110 -
31	106	11418	108	American Sugar, pr 946	111	1091/2	111
181/4	6639	741/2	66		6914	66	67% 2
117%	78 68	7614	84	Atchison, pr 1,400	8516	84	84 2
2	7534	9016	63 7614	Atlantic Coast Line 1,500 Baltimore and Ohlo 27,400	0634	63 7614	64 - 3 $774 - 1$
414	76	85%	86	Baltimore and Ohio, pr 430	53	83	83 -
914	8	16	12	Bethiehem Steel 200	14	14	14
304	2634	4759	3714	Brooklyn Ponid Transit 55 975	401/2	3714	30 -
71	2314	3234	261/4	Chesapeake and Ohio 9,000	2734	2614	27
714	14	2296	103%	Chi., Mil. and St. Paul 82,700	181/2	165%	100%- 3
874	17	Di	1949	Colorado Euel and Iron. 8,500 Colorado and Southern., 11,950	231/2	22	2314
914	41	5274	5036	Col. and South, 1st pr 680	51%	511/4	51744
812	2934	411/2	49	Col. and South., 2d pr 1,200 Delaware and Hudson 17,594	- 43	40	42 -
715	123	168	1411/2	Delaware and Hudson 17,594	14874	1411/2	14512- 6
414	1214	35	1314	Distilling Securities 3,600 Erie 9,300	301/2 141/4	1314	29%-
	28	35%		Erie, 1st pr 3,000	2914	27%	2814 1
	20	2614	2014	Erio 2d pr 500	201/2	2014	2016
9%	-10714	125%	110%	Great Northern, pr 20,300 Louisville and Nashville 5,800	118	11334	11614-
114	8514	10315	88	Louisville and Nashville 5,800	2316	88	89 - 5
235	2034 4446	2714	1834	Mo., Kan. and Texas 10,800 Missouri Pacific 25,140	201/2	1884	18%-1
174	89	103	90%	New York Central 57 275	9614	35 92%	9314 - 1
97	28	36	30	New York Central 57,275 N. Y., Ont. and Western 3,235	30%	30	30%
214	56	70	DUPLE	Norfolk and Western 2.845	6236	6034	6116-1
91.9	1001/2	12916	11675	Northern Pacific 250 705	12114	1171/8	119%- 21
	10315	11778	10884	Pennsylvania Railroad. 279 100 Pressed Steel Car. 4,500 Pressed Steel Car, pfd. 570	1113/4	10914	1101/2-
776	15% 64	2314	171/4	Pressed Steel Car and 570	1914	1714	16
1,		111	9276	Reading	9656	00774	0414-3
1	67	8214	76		78	78	78 + 11
114	12	1534	14%	Republic Iron and Steel 1,910	16	14%	151/2- 1
014	501/6	7114	66	Republic 1. and S., pr 1.89	677/8	66	66 15
41	111/4 201/2	15%	2034	Rock Island 9,200	12 2414	10%	1156+ 1
4	26	42	36	Rock Island, pr 6,200 Sloss-Sheff, Steel and I. 660	381/4	37	2516
	80	93	8716	Sloss-Sheff. S. and L. pr 100	90	90	90 - 1
614	631/4	7814	6934	Southern Pacific 68.200	69%	6614	6814-11
81%		112	105%	Southern Pacific, pr 1.000	10914	108	10916 1
1	10	1314	914	Southern Railroad 5,125	101/4	93,	91/2 1
112	291/4	37 3214	29%	Southern Railroad, pr 1,800	311/a 271/4	30	3018 11 27 11
	100	128%	113	Tennessee Copper 800 Union Pacific415,010	11714	113	$\frac{27}{114} - \frac{11}{28}$
214	1334	25	1737	United States Rubber 900	18	1734	18 - 7
976	6114	5812	77	U. S. Rubber, 1st pr 900 U. S. Rubber, 2d pr 100 United States Steel	8014	78	S014 1
814	39	6114	461/2	U. S. Rubber, 2d pr 100	50	50	50 -111
018	2175	3114	2534	United States Steel251,200	2898	2616	2776+ 1
\$16	6 8	963 s	36.54	United States Steel, Dr., 10,100	931/2	8914	92 — 81 814
814	1414	1815		Wabash 1,500 Wabash pr 1,790	16	1454	151/2
·E:	x-divide	nd. 7		ales for the week, 4.201,400 share		2,144	
				AND MARKETON ON THE WAY			

			HOND MARKET OF THE WEEK.			
			Railway and Miscellaneous Bon	ds.		
1	908.	Sales				Net
High.	Low.	\$1.00	0.	Hig	h. Low.	Close, ch.
9214	86	3	American Cotton Oil 41/28	88	88	88 - 1/2
6914	6036	181	American Tobacco fours	63	6214	63
105	96%	169	American Tobacco sixes	10134	100	100 + 2
811/2	80	3	Ann Arbor fours	8014	501/4	8034- 34
10114	9574	95	Atch., T. and S. Fe gen. fours	9914	98	9514-14
8814	8514	1	Atch., T. and S. Fe adj. fours	86	86	
80	83	14	Atch., T. and S. Fe adj. fours, stpd	87	8614	87 — % 87 — 15
8912	8612	63	Atch., T. and S. Fe cvt. fours	87	5614	87 - 14
9534	9414	141	Atch., T. and S. Fe cvt. fives	9734	9634	97 - %
50	8678	16	Atlantic Coast Line fours	8794	8558	8576-1
76	76		Atlantic Coast Line, L. and N. fours	76	76	76
9319	90%	18	Baltimore and Ohio prior lien 31/2s	911/2	901/2	9014 114
102	9619	38	Baltimore and Ohio gold fours	100	3814	100
921/2	87	14	B. and O., P., L. E. and W. Va. fours.,	901/2	90	901/4- 1/2
8984	8374	ű.	B. and O., Southwestern div. 34s	8716	86	8714- 14
102%	9714	32	Central of Georgia Ry. con. fives	100	99	9958 58
83	30	5	Central of Georgia third p. stpd	30	30	30 - 3
10154	94		Chesapeake and Ohio gen. 45s	10034	10014	1001/4- 3/4
9614	9114	6	C. and O., R. and A. first con. fours	95	9412	94½-1 86 -1½
90%	82	8	Colorado and Southern fours	87	86	86 - 11/2
7716	741/2		Colorado and Southern 41/28	751/2	7414	75 — 15 62 — 12
68	62	11	Con. Tobacco fours,	621/2	62 9514	62 - 12
9.16	9116	70	Delaware and Hudson cvt, fours	961/2		961/6+ 1/6
75	66	144	Dist. Secur. Corp. fives	70	68	69 - 1 60 - 3
56	50		Erie convt. fours, ser, B	60 83	50 S3	83
8619	53		Erie prior lien fours	67	6614	CC17 17
72%	6616	. 5	Erle gen. Hen fours	109	108	6616- 1/4 10812- 5/4
10934	163		General Electric fives	9	9	9 - 1
1314	S	9 10	Louisville and Nashville col. tr. fours	9314	9214	93 - 1
94	SS	8	Louisville and Nashville Col. tr. 10urs	8714	8714	8714- 54
8916	8712	11	L. and N., N. A., K. and C. fours Mobile and Ohio new sixes	113	113	113 - 1/2
113%	9234		Norfolk and Western con. fours,	9534	96	951/2
971/2		53	Norfolk and Western divisional fours	87	87	87 + 114
8878	841/4 78	136	Norfolk and Western cvt. fours	2109	\$1	82
84%	77	5	N. and W., P., C. and C. fours	821/2 851/2	8514	851/4- 1/4
9414	9114	56	Pennsylvania Railroad cvt. 3\4s, 1912	93%	925%	931/6- 3
9116	88		Pennsylvania Railroad cvt. 312s. 1915	8934	89	8994+ %
9714	93	57	Reading gen fours	95	9314	95 + 1
94	86	2	Reading gen, fours	92	92	92 - 2
55	45	12	Seaboard Air Line fours	4714	47	47 — 3
95	5514		Southern Railway con. fives	883	8734	953/ 1 11/
1031/2	100	2	Tenn. Coal and Iron. Tenn. div. sixes	102	102	102 - 114 100 - 414
10134	29		Union Pacific first fours	100	9994	100 - 41
871	84	386	Union Pacific evt fours	861/2	841/2	8514
8954	8514	1.156		831/2	867	881/4+ 76
89	Si	9	United States Steel s. f. fives, reg	8734	86%	8784 + 1%
4714	40	14	Wabash fours	40	40	40 - 1
10034	10514	11	Wabash first fives	10714	10616	40 - 1 1074- 14
94	8746	9	Wabash second fives	8754	871/	871/2- 21/2
To	tal sa	les fo	Wabash second fivesr the week, including \$2,569,000 government	it and	munici	pal bonds,
were	\$10,874	.000.			1116/19	
and the same	anger (Sec.)	1010				The second second

		TAN SENSON AND THE SE	
Last	Week's	Stock Thad	lug.
	1908.	1907.	1906.
Mon.	Shares		Share
Tues	. 957.705	764,100	Holida
Wed.	579.466	Holiday	945,20
Tile in the second	Holiday	1,012,268	1,741,00
	. 662,375	867,220	1,138,60
Sut		760,878	1,120,10
CONTRACTOR	. 423,392	351.840	928 40

FARMVILLE DANGE

[Special to The Times-Dispatch.]

FARMVILLE, VA., February 15.—A delightful valentine dance was given Friday evening at Hotel Prince Edward, by the Farmville German Club. To the music of the Italian string band, of Lynchburg, and led by Mr. and Mrs. R. L. Freear, the merry dancers whirled until daylight.

Among those present were Misses Alice Burgess, Irving Wicker, Alice Paulett, Martha Blanton, Hattle Paulett, Elizabeth Richardson, Carrie

Alice Burgess, Irving Wicker, Alice Paulett, Martha Blanton, Hattle Paulett, Elizabeth Richardson, Carrie Kyle, Sallie Cullen, Maude Walker, Annie Garnett, Kathleen Baldwin, Mr. and Mrs. W. P. Venable, Mr. and Mrs. V. P. Paulett, Mr. and Mrs. R. L. Freear, Mr. and Mrs. R. H. Paulett; Messrs. J. W. Hubbard, Horace Adams, Frank Wooton, Joe Jones, Hugh Gilliam, Walter Barrow, Coleman, Paul, of Manchester; Norwood Davis, of Bluefield; E. C. Ogburn, W. C. Duval, W. W. Vaughn, D. B. Blanton,

INCREASED FACILITIES
OF THE WEATHER BUREAU

Special to The Times-Dispatch.]

S LYNCHBURG, VA., February 16.—
Observer Wilson in charge of the local station of the Weather Bureau, has heen advised that beginning to-morrow his office will be given a larger telegraphic report of the morning report for use in preparation of the map dispatched from this office. The number of stations reporting here under the new arrangement will be forty-three. The Lynchburg station supplies weather maps for the entire western section of the State.

[Special to The Times-Dispatch.]

LYNCHBURG, VA., February 16.—
[Special to The Times-Dispatch.]

The 300 delegates to the State convention.

Stock Brokers

GEO. T. KING & CO.,

1114 E. Main St., Richmond, Va. STOCKS,

GRAIN. COTTON,

PAST PRIVATE WIRES.

NEW YORK. CHICAGO. special attention given out-of-town accounts. Correspondence Solicited.

PROVISIONS.

The Enormous Over-Subscription Proves Return of Healthy Conditions.

PROFESSIONAL

Gross Earnings of the Railroads Fall Off and Cause Anxiety.

NEW YORK, February 16.—The most important event of last week in the financial world was the sale of \$50,000,-000 of New York City 4 1-2 per cent bonds, the largest single offering in the history of the municipality. The sale established new records in various other particulars, the 1,160 Individual bidders far out-numbering the previous record of 886 for last September's \$40,-000,000 sale, and the gross bids reached the enormous total of \$300,000,000, or an over-subscription six times the

Men for Contest With North
Carolina

Nort-aubscription six times the amount of the tensor of standard properties of the subscribes of the

Railroad Earnings Small.

Railroad Earnings Small.

News of factory resumptions on a considerable scale has been a feature of day to day developments. mixed, however, with advices of additional curtailment in other lines.

Figures of bank clearings, while still slowing a large contraction from last year's corresponding periods, are beginning to make a less favorable comparison than the preceding reports. The same is true of gross carnings of railroads for the later weeks reporting. The net returns to railroads for December, now coming in, reflect the depth of the depression, and their influence has to be contended with. Authorities in the iron and steel trade speak with some encouragement of an enlargement of demand and the placeenlargement of demand and the plac-ing of some orders for steel rails by the railroads was an episode of the week that was regarded as favorable.

REPUBLICANS AT WAR.

"Insurgents" Will Not Accept Britt as
Party Candidate.
[Special to The Times-Dispatch.]
ASHEVILLE, N. C., February 16.—
There is war among the Republicans of
this, the Tenth Congressional District,
and the nomination of the Hon. J. J.
Britt. as the Republican candidate for
Congress from this district, in what is
termed by the "insurgents" as "star
chamber" proceedings, has caused
much outspoken criticism and bitterness.

much outspoken criticism and bitterness.

Announcement was made yesterday in a communication signed by a Republican committee, of which T. F. Roland was chairman, and which included Thomas S. Rollins, V. S. Lusk, Joseph F. Ford, county chairman, and other prominent Republicans, that at a "large and enthusiastic mass-meeting of Republicans of Ashoville and Buncombe county," held on October 12th, the Hon. James J. Britt was nominated as the Republican candidate for Congress from this district, and Mr. Britt had consented to accept the nomination.

In response to this announcement the "insurgents" have issued a largely signed statement to the effect that they have had no notice or ...lowledge of a "large and enthusiastic massmeeting of Republicans," and, furthermore, they refuse to believe that Mr. Britt has allowed himself to be dragged into the race by a clique, after his announcement that he would not accept the nomination if tendered, and added the information that "our party in this section has suffered greatly in the past by these 'star chamber proceedings."

The "insurgents" new declare that they will smash the "ring" and nominate J, G, Grant or some other independent Republican to make the race for Congress from this district. They claim that the majority of the Republicans of the district are with them and also that they have the support of the Hon. C. J. Harris. An exciting contest, and perhaps interesting developments, are expected.

[Special to The Times-Dispatch.]
LYNCHBURG, VA. February 16.—
he 300 delegates to the State convenon of the Young Men's Christian Aspolation, who will gather here Thursay for three day's sessions, will be
used a superior of the young the session of the young t

rect, local association building is one best equipped in the South, and nembership is the largest soura

of the best equipped in the South, and the membership is the largest souva of Washington.

Governor R. B. Glenn, of North Carolina, will make the chief address of the opening session Thursday night. The sessions Friday and Saturday will be full of addresses and conferences, and Sunday will be a big day in the churches morning and evening, with a big men's meeting at the Academy of Music to be addressed by Fred B. Smith, of New York. Simultaneous meetings will be held at the Y. M. C. A. for the boy's department, and at the First Baptist Church for the Ladies Auxiliary, which has a membership of more than 590.

Financial.

ACTIVE ACCOUNTS INDIVIDUALS, FIRMS, CORPORATIONS SOLICITED.

Commercial Paper Discounted and Loans Made on Negotiable Securities

National State Bank

INTEREST PAID ON SAVINGS DEPOSITS.

FOR DEBATING TEAM

Men for Contest With North Carolina.

arrison Trophy Delate. March 1th. To Contest to determine best debate, with the money waward course. The contest to determine best debate, with the first that the country in the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the money waward course. The contest to determine best debate, with the contest to determine best debate, with the debate, and the contest to determine best debate, with the debate, and the contest to determine best debate, at Richard the with the principle of the contest to determine best debate, at Richard the with the principle of the pure is large and with the principle of the pure is large and with the contest, at a contest, at the contest of the service of the service with the source of the service with that sovereign—has declared that she will refurrish the place of the service with that sovereign—has declared that she will refurrish the place of the service with that sovereign—has declared that she will refurrish the place of the service with that sovereign—has declared that she will refurrish the place of the service with that sovereign—has declared that she will refurrish the place of the service with that sovereign—has declared that she will refurrish the place of the service with that sovereign—has declared the service with that sovereign—has declared the service with that sovereign—has declared

NEGRO CHARGED WITH
THE USUAL CRIME
[Special to The Times-Dispatch.]
HARRISONBURG, VA., February 16.
—William Strother (colored) was
placed in jail here this morning, charged
with attempted criminal assault, it being alleged that under some pretext
he lured Mrs. Flora Finchum, the wife
of William Finchum, a laboring man,
from her home in a lonely part of the
town. She fought him off, so it is said,
and he did not accomplish his purpose,
When arrested Strother denied the
story, and said there was no truth in
it whatever, Though Strother bears an
unsavory reputation, no violence is of the finest properties in the Isle de France.

The estate contains a beautiful park, 200 acres in extent. The chateau is half Louis XVI., half Empire in style, and on the Greek front are still traceable the arms of its first owners the Marquises of Blaincourt. This illustrious family, whose chief, a marshal of France, was one of the most zealous supporters of the Bourbons, has left imperishable souvenirs of its possession in the vast halls, decorated by

CRUISER NORTH CAROLINA BREAKS ALL RECORDS

Unfavorable Conditions.

[Special to The Times-Dispatch.]
NEWPORT NEWS, VA., February 16.
—With brooms at her mast-heads and ard-arms announcing that all records ad been swept aside, the new armored cuiser North Carolina returned to the hipyard to-day. During her third seed test, run off the Virgina Capes streen 7:30 and 11:30 o'clock last get of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the ship maintended to the seed of any of the seed of th For Four Hours the War Ship Maintained a Speed of

cruiser North Carolina returned to the cruiser North Carolina returned to the shipyard to-day. During her third speed test, run off the Virginia Capes between 7:30 and 11:30 o'clock last night, the ship maintained an average speed of 22:48 knots or forty-eight hundredths of a knot in excess of the contract speed required. This was the best speed ever made by a vessel of the armored cruiser class. From General Manager W. A. Post to the smallest messenger boy everybody aboard eral Manager W. A. Post to the small-est messenger boy everybody aboard the ship was wild with enthusiasm when the crew came ashore this morn-ing, and as the good news began to circulate from place to place the en-tire city joined in the rejoicing. "North Carolina" is the subject of discussion here to-night, for the ship named for the Old North State changed everyight from a probable failure, the

overnight from a probable failure, the first ever turned out by the Newpon News Shipbuilding and Dry Dock Con News Shipbuilding and Dry Dock Company, to the queen of the armored cruiser class. On account of the delayed arrival of the firemen from Hoboken the cruiser did not put to sea from Old Point until yesterday afternoon at 3 o'clock. A forty-knot gale was blowing and the sea was running high, but when off the capes the versel started on her run. The 22-knot requirements was exceeded the first hour, and each hour thereafter the nour, and each hour thereafter ship ran faster. The engines turned 22 revolution per minutes, or near our more revolutions than were nece sary to drive her at the required spec As soon as the run was finished t ship started homeward, arriving in Hampton Roads by the light of a moon nearly full. The twenty-four hours'

Merchants and Miners Transportation Co

Norfolk to Boston, Mass., and Providence R. I.
Steamers leave Norfolk for Hoston Monday, Wednesday and Frilay; for Providence Tuesday and Saturday, at 8 P. M. Passengers and freight taken for all New England points. Tickets on sale at C. & O. Ry., N. & W. Ry. offices and Nos. 808 and 819 East Main.

See Samuel H. Bowman Steamship and Tourist Agent,

808 E. Main St., Richmond, Va. Sefore making reservations or pur-hasing tickets eisewhere. He repre-ents all European and Oriental steam-hip lines.

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Real Estate.

FARMS WANTED

Parties owning Farms throughout Virginia desiring to dispose of same should list exclusively with KENNEDY-WALKER LAND & DEVELOPMENT COMPANY, Inc.,

Real Estate, Loans, Insurance, Main Office, - - Tinkling, Virginia.

Real Estate for Sale.

FOR SALE---A BARGAIN. will buy three dwellings in

DON'T PHONE.

6 per cent. net. This property is in good order; occupied by the best of tenants. In all Richmond the equal ofthe investment is not to be had. See in person for particulars.

the West End that will pay

T. M. WORTHAM & CO.

Railroads.

Southern Railway.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not Rusranted.

7:00 A.*M.—Daily—Local for Charlotte.

11:15 A. M.—Daily—Local for Charlotte.

11:15 A. M.—Daily—Limited—Huffet Pullman to Atlanta and Birmingham, New Orleans, Memphis, Chattanoosa, and all the South. Through coach for Charse City, Oxford, Durham.

6:00 P. M.—Ex. Sunday—Keysville Local.

11:36 P. M.—Daily—Limited Pullman ready

9:30 P. M. For all the South.

YORK RIVER LINE.

4:36 P. M.—Ex. Sunday—To West Point—Connecting for Bailtmore Monday, Wednesday, Friday.

2:15 P. M.—Monday, Wednesday and Friday—Local to West Point.

6:39 A. M.—Ex. Sundays—Local to West Point.

TRAINS ARRIVE RICHMOND.

Point.
TRAINS ARRIVE RICHMOND.

6:55 A. M., 8:46 P. M.—From all the South,
4:10 F. M.—From Charlotte, Raleigh, Dur4:10 F. M.—From Charlotte, Raleigh, Dur8:46 A. M.—From Keysville—Local.

8:46 A. M.—From West Point, and from
Bundwore Wednesday, Friday and
Sunday R. M.—Local from West
Point.

10:45 A. M. 5:45 P. M.—Local from West
Point.

C. W. WESTDURY, D. R.

C. W. WESTBURY, D. P. A., 920 E. Main Street. Phone 455.

University of Virginia Chooses Notice to Investors Chesapeake and Ohio Railway

9:00 A.M. | Fast daily trains to Old Pcint, 4:00 P.M. | Newport News and Norfolk, 7:40 A.M.—Daily. Local to Newport News 5:00 P.M.—Daily. Local to Newport News and Old Point.

and Old Point.

2:00 P. M. Chicago and St. Louis Pullman (Sieeper.)

3:00 P. M. Chicago and St. Louis Pullman (Sieeper.)

3:00 A. M.—Dally — Charlottesville, except Sunday to Clitton Forge.

5:15 P. M.—Week Days—Local Gordonsville. (16:00 A. M.—Dally — Lynchburg, Lexington, Va., and Clifton Forge.)

TRAINS ARRIVE RICHIMOND.

From the East—\$:50 A. M., 11:45 A. M., 15:00 P. M., \$:15 P. M.

Local from the West—\$:30 A. M., 7:44

James River Line—\$:35 A. M., 0:50 P.

*Dally except Sunday.

Richmond, Fredericksb'g & Potomac R. R.

TO AND FROM WASHINGTON AND BEYOND Leave Richmond | Arrive Richmond

SOUTHBOUND TRAINS SCHEDULED TO LEAVE RICHMOND DAILY. LEAVE RICHMOND DAILY,

5:15 A. M.—Local to Norlina, Raleigh,
Charlotte, Wilmington. 2:28 P. M.—Sleepers and coaches, Atlanta, Birmingham, Savannah, Jacksonville and Florida points.
19:45 P. M.—Florida Limited, 12:55 A. M.—
Sleepers and coaches, Savannah, Jacksonville and Southwest.
NORTHBOUND TRAINS SCHEDULED TO
ARRIVE RICHMOND DAILY.

6:05 A. M.; 9:15 A. M., Florida Limited;
6:05 P. M.; 6:35 P. M.

JAMES RIVER DAY LINE.

STEAMER MOBJACK LEAVES FROM OLD DOMINION WHARF MONDAY, WEDNESDAY and FRIDAY at 7. A. M. for Norfells, Portsmouth, Old Point, Newport News, Claremont and James River landings, connecting at Old Point for Washington, Baltimore and the North. Electric cars direct to the wharf. Tickets on sale at Richmond Transfer Co., 813 East Main Street; 808 East Main Street, son wharf or steamer. Fare to Norfolk, one way, \$1.25. Round trip, \$2.36; second class, \$1.50. Meals 50 cents, Freight received for above-named places and all points in Eastern Virginia, North Carolina and the East.

OLD DOMINION STEAMSHIP CO.

Night Line for Norfolk Leave Richmond every evening (foot Asa treet) at 7 P. M., stopping at Newport cws en route. Fare, \$2.00 one way; \$4.00 and trip, including stateroom berth; meals a cents. Street cars to steamer's wharf.

FOR NEW YORK

la Night Line Steamers (except Saturday), naking connection in Norfolk with Main and Ship following day at 7 P. M.; also forfolk and Western Ry, at 9 A. M. and 3. M.; and Chesspeake and Ohio Ry at 9. M. and 4 P. M., making connection daily except Sunday at Norfolk with Main Line and the state of the sta

The Clyde Steamship Company

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Agent. Clyde Line Wharf. Phone 63

Richmond Transfer Co.

UNION RAILROAD AND PULLMAN OFFICE, 819 E. Main St., Murphy and Jefferson Hotels.

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European Steamship Agents

. All Lines Represented. .